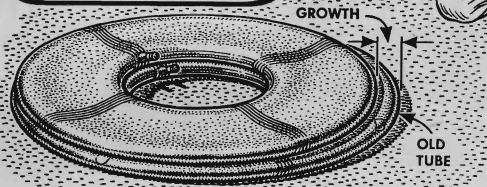




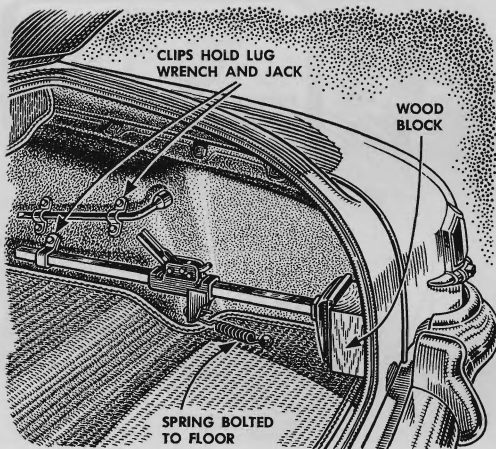
# Hints FROM THE MODEL GARAGE



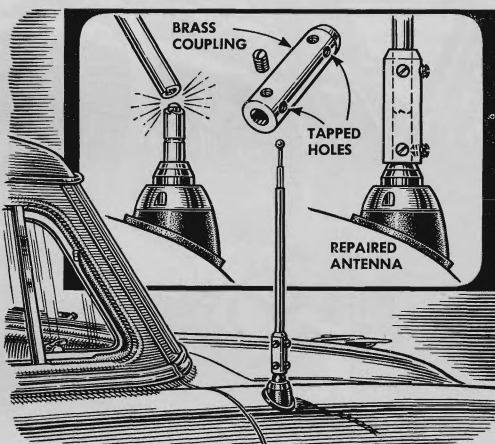
A small dent in the top of a car can often be pushed out by pressing a blunt ice pick or knitting needle through the headlining and tapping up. Then scratch the material around the hole in the headlining and fuzz it up to remove traces of the hole.



Because rubber grows in use, putting an old tube in a new tire may not be a good idea. New tubes usually are smaller in cross section than the same size casing to allow the tube to stretch into place inside the tire. An old tube may become pinched.



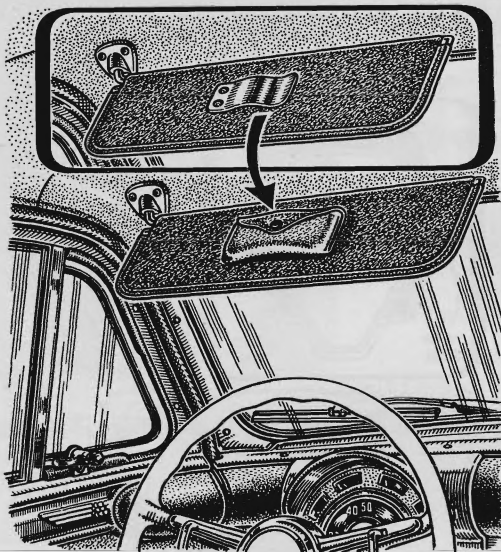
**Rattle-free jack storage** is easily provided. Attach two pipe straps to the trunk side with self-tapping screws, canting one in relation to the other so you'll have to press the wrench in place. Mount a spring to keep the jack butted against a wood block, with the shaft resting in a metal clip. Use the block as a wheel chock.



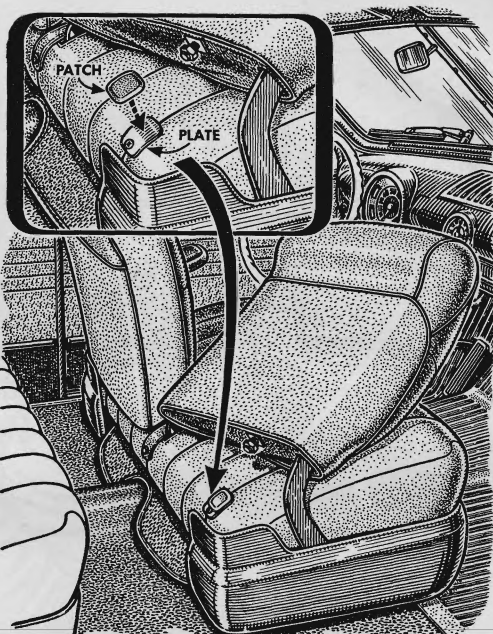
If an antenna is broken by mischievous children or overhanging tree limbs, it can sometimes be put back into service by making the repair illustrated here. The coupling might be made from a piece of brass, which makes a good electrical connection. Setscrews turned into the tapped holes will keep the two aerial sections together.

**Please turn the page for more auto hints.**

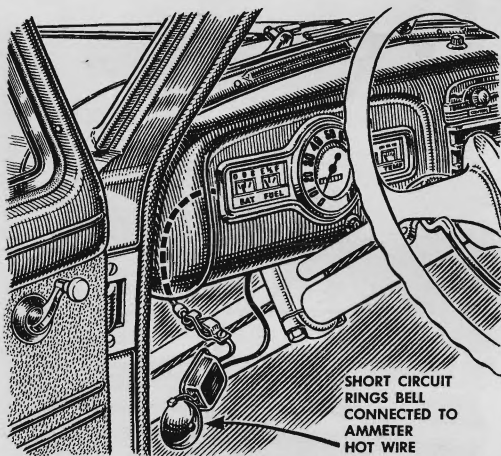
## ***MORE*** Hints from the Model Garage



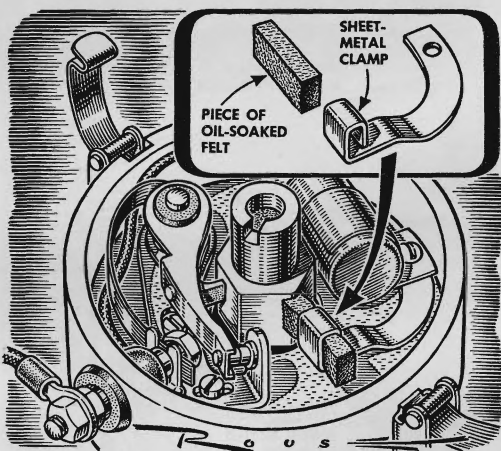
**A rectangular piece of metal** with one end screwed to the sunshield makes a handy clip for your sunglasses. Just slip the case on the clip. Sheet brass or aluminum might be used for the clip. Polished with steel wool, either metal will look good.



**An annoying rattle** may develop in the passenger seat of late-model Fords which have a small metal plate and limit bolt as shown here. The rattle usually can be eliminated by applying a ready-cut tire patch to the metal to act as a cushion.



**A short in the wiring** of an old car is sometimes difficult to hunt down because it is intermittent and unpredictable. If that happens to you, try connecting a doorbell in series with the hot lead to the ammeter and systematically bouncing on the bumper and wiggling the wiring until the sound of the bell leads you to the short.



**Ignition troubles** are sometimes traced to rapid wear of the fiber rubbing block that actuates the ignition points in the distributor. This wear can be reduced by keeping the cam lubricated. A felt oiler held in a sheet-metal clamp is one way of doing this. Apply a drop or two of light oil to the felt.